

COUNCILMEMBER DONNA FRYE

City of San Diego - Sixth District

NEWS RELEASE

For Immediate Release: April 3, 2007

Contact: Kristin Camper-Wozniak (619) 384-0753

Frye and Community Airfields Association Call on Mayor to Enforce Stop Work Orders and for Sunroad to Act Responsibly

Sunroad Office Tower is Hazard to Air Navigation and Public Safety

San Diego – Today, City Councilmember Donna Frye asked Mayor Sanders to enforce the stop work orders on the Sunroad Office Tower. "The Federal Aviation Administration (FAA) has determined that the building is a hazard," said Frye. "The City of San Diego has a responsibility to work with the FAA and enforce the stop work orders. Unfortunately, the developer claims there is no safety issue and continues working to finish the building," stated Frye. "It's time for Sunroad to be a good corporate citizen and remove the top two floors of their building."

Rick Beach, President of the Community Airfields Association and Gerald Blank, Treasurer, joined Frye to support her call to action.

"Pilots follow FAA rules to fly safely. We expect developments near airports, where we land and take off, to also follow FAA rules to ensure the safety of everyone in the air, in the buildings, and on the ground." said Rick Beach.

"If an airplane accident happens, the probable cause will say 'Pilot failed to avoid the building' rather than 'What fool allowed them to place a tall building that close to the airport?' said Beach.

Gerald Blank agreed and stated, "The trail of documents is clear and unmistakable. Sunroad knew long before it built the building that it would be a hazard to aircraft and the public in and around the building. It built it anyway, and hoped no one would care or notice. It was wrong. No developer in the history of the Federal Aviation Administration has ever ignored a hazard designation, until now. Sunroad should admit its mistake, remove the top two floors in the interest of public safety, and move on. That's the right thing to do."

Councilmember Donna Frye is the elected legislative representative of the Sixth District of the City of San Diego. She has served her district since 2001. The Sixth District includes Kearny Mesa, Serra Mesa, Mission Valley, Clairemont, Linda Vista, and Bay Park. Councilmember Frye is the Chair of the Natural Resources and Culture Council Committee.

Rick Beach is a San Diego resident who flies his Cirrus Design SR22 airplane regularly from Montgomery Field. He has a Private Pilot license with an Instrument Rating, and teaches flight safety and aeronautical decision-making to pilots in the Cirrus Owners and Pilots Association. He is a retired technology executive who is active in several San Diego non-profit organizations that champion improvements in K-12 math and science education. He also serves as President of the Community Airfields Association of San Diego.

Gerald Blank is Treasurer of the Community Airfields Association of San Diego and its counsel in the litigation against Sunroad. He has been an instrument rated pilot since 1974 and an attorney dealing in civil and criminal defense suits since 1971.

Attachments:

- 1. Sunroad's Applications to FAA / FAA Responses
- 2. Stop Work Orders
- 3. Safety Issues: PowerPoint Presentation by Richard Beach

Form 7460-1 for ASN: 2006-AWP-1638-OE

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Study (ASN):	2006-AWP	-1638-0E	Received Date	: 04/05/2006			
Prior Study:			Entered Date:	04/05/2006			
Status:	Determine	ed	Completion Dat				
Letters:	Determina	einu 📆	Expiration Date				
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Sponsor Infor	rmation		Sponsor's Rep	resentative Information			
Sponsor:	Sunroad E	nterprises	Representative	er transport and a second contract of the second			
Attention Of:			Attention Of:	Dan Munch			
Address:	-	gate Mall Suite 400	Address:	4435 Eastgate Mall			
City:	San Diego		City:	san diego			
State:	CA-		State:	CA ^s			
Postal Code:	92121		Postal Code:	92121			
Country:	USA		Country:	US			
Phone:	858-362-8	500	Phone:	858-453-1200 126			
Fax:	858-362-8	3448	Fax:	858-453-1913			
Construction :	Info		Structure Sum	mary			
Notice Of:	Constru	ection	Structure Type:				
Duration:	Perman		Other Descripti	-			
		2005 to 06/20/2006	NACO Number:	OII.			
Date Built:	0. 00/20/1		FCC Number:				
			r co maniber.				
Structure Det	ails		Height and Elev	vation			
Latitude (NAD	83):	32° 49' 38.00" N			Proposed	DNE	DET
Longitude (NA	D 83):	117° 08' 30.00" W	Site Elevation:		416		
Datum:		NAD 83	Structure Heigh	nt:	180	160	180
Accuracy:			Total Height (A:	SML):	596	576	596
Marking/Light	ing:	Red lights				0,0	550
Other Descript	tion:		Frequencies				
Name:		Sunroad Centrum 12	Low Freq Hi	gh Freq Unit	ERP	Unit	
City:		San Diego					
State:		CA					
Nearest Airpo	rt:	MYF					
Distance to St	ructure:	4235 feet					
On Airport:		No			•		
Direction to St	tructure:	351.19					
Traverseway:		No					
Description of	Location:	8620 Spectrum Center Blvd					
Description of	Proposal:	12 Story Commercial Office Building					

SUNROAD APPLICATION
TO FAA



Federal Aviation Administration Air Traffic Airspace Branch, ASW-520 2601 Meacham Blvd. Fort Worth, TX 76137-0520

Aeronautical Study No. 2006-AWP-1638-OE

Issued Date: 04/24/2006

Craig Bachmann Sunroad Enterprises 4445 Eastgate Mall Suite 400 San Diego, CA 92121

** NOTICE OF PRESUMED HAZARD **

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:

Building

Location:

San Diego, CA

Latitude:

32-49-38.0 N NAD 83

Longitude:

117-8-30.0 W

Heights:

180 feet above ground level (AGL)

596 feet above mean sea level (AMSL)

Initial findings of this study indicated that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

Any height exceeding 160 feet above ground level (576 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

See attachment for additional information.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (310)725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2006-AWP-1638-OE.

Signature Control No: 459586-456879

(NPH)

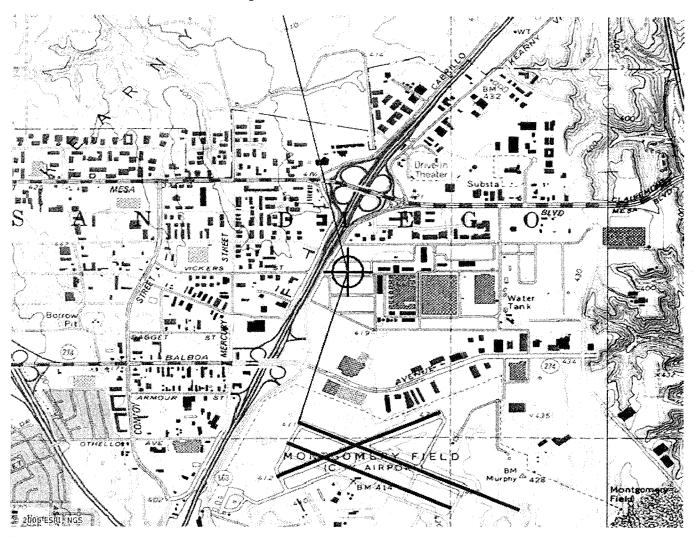
Karen McDonald Specialist

Attachment(s)

Additional Information

Additional Information for ASN 2006-AWP-1638-OE

PROPOSED STRUCTURE HEIGHT IMPACTS INSTRUMENT CIRCLING PROCEDURES AT MONTGOMERY FIELD. HIGHEST ACCEPTABLE HEIGHT OF BUILDING CANNOT EXCEED 160 FEET ABOVE GROUND LEVEL/ 576 FEET ABOVE MEAN SEA LEVEL AT THIS SITE. THIS MAXIMUM HEIGHT INCLUDES ALL ROOF-MOUNTED ADDITIONS, I.E., ANTENNAS, SIGNS, EQUIPMENT, LIGHTING. ADDITIONALLY, THIS MAXIMUM HEIGHT OF 576 FEET AMSL WOULD HAVE TO BE ACCOMPANIED WITH A CERTIFIED SURVEY OF 2C ACCURACY AS TO THE AS-BUILT HEIGHT OF THE STRUCTURE.



4415 Eostgote Mall Suite 400

San Diego, California

(858) 362-8500

Fax: (858) 362-8448



20 June, 2006

Federal Aviation Administration Air Traffic Division, AWP-500 Attn: Air Traffic Airspace Branch, AWP-520 15000 Aviation Boulevard Hawthome, CA 90250

2006-AWP-1638-OE, Dated April 24, 2005

Ms. Karen McDonald:

We have reviewed the Air Traffic Airspace Branch, ASW-520's response of 4/24/06 regarding the above referenced airspace study and the proposed building height of 180 feet above ground level.

We are reviewing the data that was submitted to your office on April 5, 2006.

We have concerns that some of the data contained on our original FAA Form 7460-1 may have been inaccurate. As such we are:

- · Requesting our registered engineering firm to:
 - o Develop an engineering survey.
 - o Validate our latitude and longitude in National Geodetic Datum 1983.
 - o Produce an engineered drawing showing exact coordinates and terrain elevations.
 - o Evaluating our proposed above ground building height.

In the meantime, we agree to the 160 foot height specified in you letter of April 24, 2006 which stated that we and the FAA needed to reach a resolution not later than 60 days from the date of your letter.

Should we find any variances in the data previously submitted we will notify the FAA and request re-evaluation.

Thank you for your attention to this matter.

Sincerel

Director of Construction Operations

Federal Aviation Administration Air Traffic Airspace Branch, AWP-530 2601 Meacham Blvd.

Fort Worth, TX 76137-0520

Form 7460-1 for ASN: 2006-AWP-3876-OE

Overview										
Study (ASN):	2006-AWP-	3876-OE	Received	Date:	06/22/20	06				
Prior Study:	2006-AWP-	1638-OE	Entered D	ate:	06/22/20	06				
Status:	Determine	d	Completio	n Date:	06/27/20	06				
Letters:	Determinat	tion 📆	Expiration	Date:	12/27/20	07				
		**************************************	Мар:		View Map					
Sponsor Info	rmation		Sponsor's	Repres	sentative :	Information				
Sponsor:	Sunroads E	Enterprises	Represent	tative:						
Attention Of:	Craig Bach	mann	Attention	Of:	George W	illiams				
Address:	4445 Eastg	ate Mall Suite 400	Address:		2594 W. V	Vrangler Way	/			
City:	San Diego		City:		Queen Cre	ek				
State:	CA		State:		AZ					
Postal Code:	92121		Postal Cod	te:	85242				•	
Country:	USA		Country:		US					
Phone:	858-362-85	500	Phone:		480-987-7	823				
Fax:	858-362-8	448	Fax:		480-987-7	824				
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SUNROAD REVISED APPLICATION TO FAA



Federal Aviation Administration Air Traffic Airspace Branch, ASW-520 2601 Meacham Blvd. Fort Worth, TX 76137-0520

Aeronautical Study No. 2006-AWP-3876-OE Prior Study No. 2006-AWP-1638-OE

Issued Date: 06/27/2006

Craig Bachmann Sunroads Enterprises 4445 Eastgate Mall Suite 400 San Diego, CA 92121

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has completed an aeronautical study under the provisions of 49 U.S.C., Section 44718 and, if applicable, Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:

BUILDING WITH MAXIMUM HEIGHT OF 160'AGL/576'AMSL

Location:

San Diego, CA

Latitude:

32-49-38.00 N NAD 83

Longitude:

117-8-30.00 W

Heights:

160 feet above ground level (AGL)

576 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 70/7460-1K, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- _X__ At least 10 days prior to start of construction (7460-2, Part I)
- _X_ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 12/27/2007 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310)725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2006-AWP-3876-OE.

Signature Control No: 471120-473860

(DNE)

Karen McDonald Specialist

Attachment(s)
Additional Information
Map

7460-2 Attached

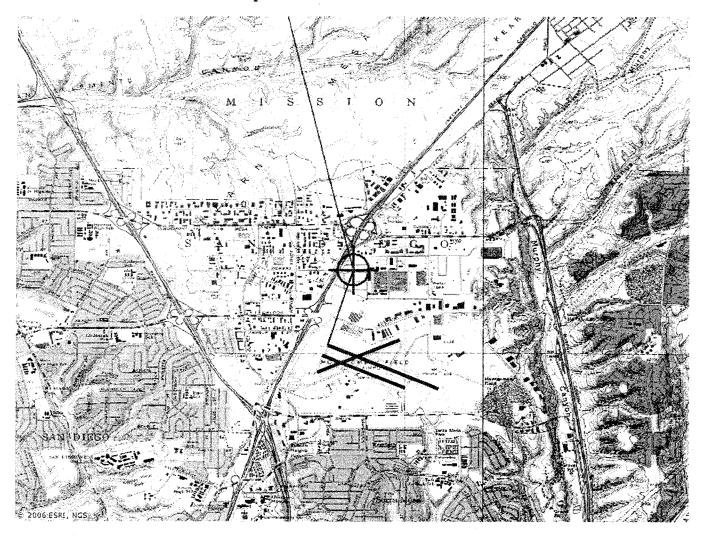
Additional Information for ASN 2006-AWP-3876-OE

THE MAXIMUM HEIGHT OF THIS BUILDING SHALL NOT EXCEED 160 FEET ABOVE GROUND LEVEL (AGL) / 576 FEET ABOVE MEAN SEA LEVEL (AMSL). THIS MAXIMUM HEIGHT SHALL INCLUDE ALL ROOF-MOUNTED APPURTENANCES, INCLUDING BUT NOT LIMITED TO; OBSTRUCTION LIGHTING, ANTENNAS, SIGNS, PARAPETS, ELEVATOR EQUIPMENT, ETC.

ANY HEIGHT GREATER THAN 160'AGL/576'AMSL WILL ADVERSELY IMPACT INSTRUMENT FLIGHT PROCEDURES AT MONTGOMERY FIELD AIRPORT (MYF), THE CLOSEST PUBLIC-USE LANDING AREA.

UPON THE STRUCTURE REACHING ITS MAXIMUM HEIGHT, THE SPONSOR SHALL SUBMIT FAA FORM 7460-2 AS SUPPLEMENTAL INFORMATION. THIS 7460-2 FORM SHALL BE ACCOMPANIED BY AN ASBUILT CERTIFIED SURVEY ATTACHED. THE CERTIFIED SURVEY SHALL HAVE A 1A-ACCURACY TOLERANCE.

FAILURE TO PROVIDE THIS REQUESTED INFORMATION OR NON-ADHERENCE TO THE MAXIMUM BUILDING HEIGHT REQUIREMENTS WILL RESULT IN THE ISSUANCE OF A HAZARD TO AIR NAVIGATION AIRSPACE DETERMINATION.



Form 7460-1 for ASN: 2006-AWP-4601-OE

Overview Study (ASN): 2006-AWP-4601-OE Received Date: 07/26/2006 Prior Study: 2006-AWP-3876-OE Entered Date: 07/26/2006 Status: Determined Completion Date: 08/11/2006 Letters: **Expiration Date:** Determination 🔼 Map: View Map Sponsor Information **Sponsor's Representative Information** Sponsor: Sunroads Enterprises Representative: Attention Of: Craig Bachmann Attention Of: George Williams Address: 4445 Eastgate Mall Suite 400 2594 W. Wrangler Way Address: City: San Diego City: Queen Creek State: CA State: ΑZ Postal Code: 92121 Postal Code: 85242 Country: USA Country: US Phone: 858-362-8500 480-987-7823 Phone: 858-362-8448 480-987-7824 Construction Info Structure Summary Notice Of: Alteration Structure Type: Building Duration: Permanent (Months: 0 Days: 0) Other Description: Work Schedule: 07/26/2006 to 06/01/2008 NACO Number: Date Built: FCC Number: Structure Details Height and Elevation Latitude (NAD 83): 32° 49' 38.00" N Proposed DNE DET Longitude (NAD 83): 117° 08' 30.00" W Site Elevation: 416 NAD 83 Datum: Structure Height: 180 0 Accuracy: Total Height (ASML): 596 0 Marking/Lighting: Red lights Other Description: Frequencies Sunroads Centrum 12 Name: Low Freq High Freq Unit Unit City: San Diego State: MYF Nearest Airport: Distance to Structure: 4235 feet No On Airport: Direction to Structure: 351.19 Traverseway: NO Description of Location: 8620 Spectrun Center Blvd. Description of Proposal: Additional height required to accomodate planned structure dictated by land availability

> SUNROAD NOTICE TO FAA THAT THEY BUILT TO 180 FEET



Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No. 2006-AWP-4601-OE Prior Study No. 2006-AWP-3876-OE

Issued Date: 08/11/2006

Craig Bachmann Sunroads Enterprises 4445 Eastgate Mall Suite 400 San Diego, CA 92121

** DETERMINATION OF HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has completed an aeronautical study under the provisions of 49 U.S.C., Section 44718 and, if applicable, Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:

Building

Location:

San Diego, CA

Latitude:

32-49-38.00 N NAD 83

Longitude:

117-8-30.00 W

Heights:

180 feet above ground level (AGL)

596 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure as described above would have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft and/or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would be a hazard to air navigation.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before September 10, 2006. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave, Washington, D.C. 20591.

This determination becomes final on September 20, 2006 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Office of Airspace and Rules via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have a substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (202)267-9219. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2006-AWP-4601-OE.

Signature Control No: 475300-484230

(DOH)

Kevin P. Haggerty
Manager, Obstruction Evaluation Service

Attachment(s)
Additional Information
Map

Additional Information for ASN 2006-AWP-4601-OE

The building is located 0.70 NM north of the Montgomery Field Airport Reference Point; 3,424 feet from the Runway 10L physical approach end. This public-use airport is located in San Diego County, California.

The building height exceeds the Subpart C Obstruction Standards of Title 14 of the Code of Federal Regulations, Part 77, applied to Montgomery Field as follows:

77.25(a), by 19 feet, a height penetrating the Montgomery Field Horizontal Surface.

77.23(a)(3), by 20 feet, a height that increases minimum instrument flight altitudes within a terminal area (Terminal Procedures criteria). This structure height will change the controlling obstacle for the following;

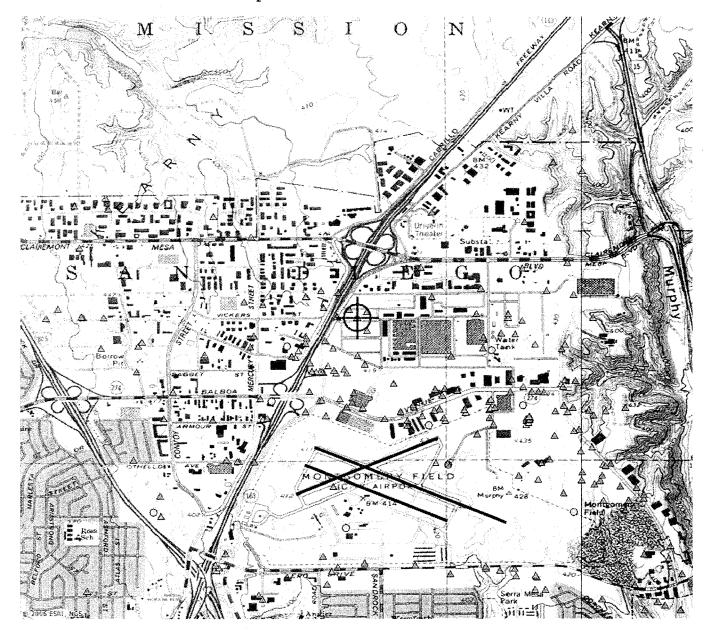
The ILS Runway 28R and NDB or GPS Runway 28R Category A & B Circling with the PALOS stepdown fix minima.

The structure height also exceeds, by 19 feet, the VFR traffic pattern airspace criteria required to conduct normal operations as applied to the public-use Montgomery Field Airport.

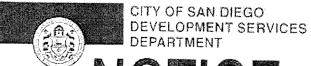
This case was not circularized to the public for aeronautical comment. Current obstruction evaluation policy states that circularization is not necessary when a structure is found to have a substantial adverse effect on aeronautical operations based on an internal FAA study. This does not affect the public's right to petition for review determinations regarding structures that meet this criterion.

The FAA attempted to negotiate with the sponsor to reduce the height of the structure. The original first filing by the sponsor at the same location and height was issued a presumed hazard negotiation letter advising the sponsor of the aeronautical instrument procedural impacts. The sponsor responded with a second filing lowering the structure height to the required acceptable height. The second filing was issued a determination of no hazard. This third filing increased the structure height to the original height of the first filing. The sponsor stated the refusal to lower the structure height was dictated by land availability and location. The sponsor's representative advised the FAA by submission of FAA 7460-2, that the structure had reached its greatest height on the same day as the third filing.

Therefore, it is determined that the structure has a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft and is a hazard to air navigation.



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Sunroad Centrum 12 Hazard to Air Navigation

FAA regulations establish minimum cloud heights for instrument approaches to the runway, measured above sea level (MSL = mean sea level) or above the ground (AGL = above ground level)

FAA regulations also identify obstructions near the airport that penetrate a horizontal surface above all runways

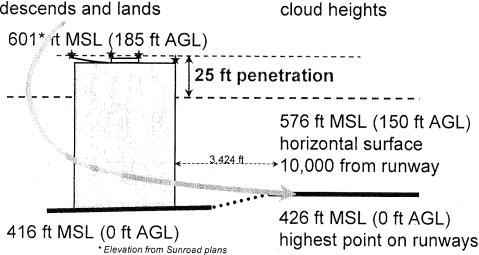
880 ft MSL (454 ft AGL) weather minimums for cloud heights

576 ft MSL (150 ft AGL) horizontal surface 10,000 from runway

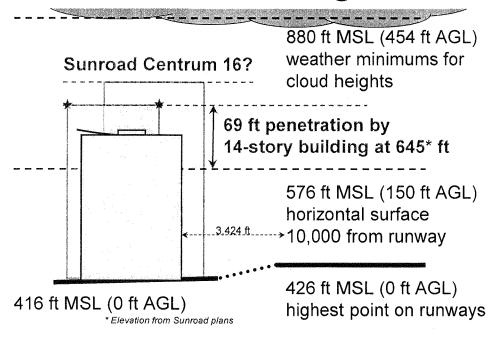
426 ft MSL (0 ft AGL) highest point on runways

Sunroad Centrum 12 Hazard to Air Navigation

Flight path circle-to-land Pilot flies below clouds, turns, descends and lands 880 ft MSL (454 ft AGL) weather minimums for cloud heights



Sunroad Centrum 12, 14, 16 Hazards to Air Navigation



Sunroad ↔ FAA

- April 5: 180 ft proposed
- April 24: "Presumed hazard"
- June 20: "agree to 160 ft ... needed to reach resolution with FAA"
- June 22: 160 ft proposed
- June 27: "No hazard"
- · July 7: building permit
- July 26: 180 ft proposed
- July 26: 180 ft actual
- August 11: "Hazard"

Sunroad never appealed!

Who Rules on Airspace Safety?

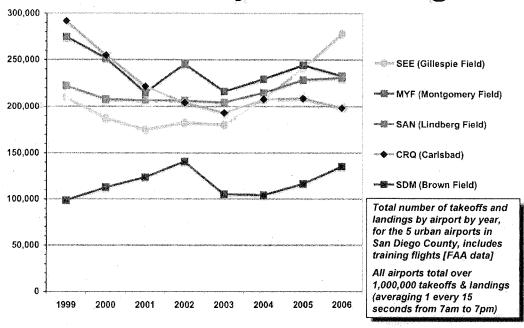
- FAA regulations require advance notice of construction within 20,000 feet of airports
- Sunroad was late in April 2006, and defiantly topped out at 180 feet without advance notice on July 26, 2006
- Federal regs violated
- · Sunroad did not appeal

- California PUC law requires a permit to construct a hazard to air navigation
- Sunroad has not applied and Caltrans has not issued such a permit
- State law violated

Why Top 2 Floors Matter?

- Visual traffic pattern:
 Sunroad building intrudes into the climb/descent area for all planes flying in good weather using 4 of the 6 runways:
 5, 10L, 23, 28R
- Approximately 150 planes a day, every day, all year, fly over the Sunroad building in good weather
- Circling approaches:
 Sunroad building intrudes into the flight safety zone that extends 10,000 feet horizontally and from 150 feet to 450 feet above the runways
- Planes flying in bad weather (low clouds and low visibility due to haze, fog or rain), when strong winds prevent landings on the main runway 28R, maneuver through that zone to descend and land on runways 5, 10L, 10R, 23 or 28L

MYF as busy as Lindberg!



MYF is Popular Destination

